

# INFORMATION REPORT

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SUBJECT East German Shipyards

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SUPPLEMENT TO  
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1. Forty million eastmarks were provided for investment in 1952 in the Varnowwerft, Warnemünde. Around the middle of 1951, the building of a drydock for ships of the "Hansa" type (22,000 tons) was begun. The work was discontinued at the beginning of 1952, because the harbor installations would not permit launchings. It would have been necessary to remove the Wismar mole, which, it was estimated, would have cost 135 million eastmarks. The construction of the drydock was transferred to Wismar and 20 million eastmarks were subtracted from the Warnemünde investment budget. In April 1952, dredging in the shipyard area was to begin. It was planned to dredge 4 million cubic meters of earth. Since the dredge under construction in Rossau was not completed, the dredging was postponed until September 1952. The HV Seepolizei ordered construction in 1952 of the first 2,500-ton section of a floating dock, which is planned ultimately to have a capacity of 22,500 tons. In 1953, a 4,000-ton section is to be added. This floating dock is to be transferred to Leningrad when it is completed.
2. In the Lathias-Theesen-Werft at Wismar, the construction of the drydock, which had been abandoned in Warnemünde, was begun in early 1952. At present work on the slips is in progress. In 1952, the shipyard is to build the first of a series of 1500-ton motorships for the HV Seepolizei. Wismar harbor is soon to be declared a key harbor, because of its strategic importance.
3. The Peenewerft at Wolgast is run by the HV Seepolizei, although they are not formally affiliated. The construction office "SCHLAG" of the HV Seepolizei is located in the shipyard.
4. The head of the Volkswerft at Stralsund is (fnu) Gebauer, a Stalin pupil; the technical head is an engineer, (fnu) Schinke. The two RML 1000 ships of 3,000 HP (now called coast ships), which were ordered by the HV Seepolizei in 1951, could not be completed in that year because the changes continually ordered by the Russians delayed the start of construction. It is planned to build them in 1952. At the end of April 1952, 1000 tons of imported rolled iron was made available for the building of the two ships.

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5. The head of the Yachtwerft Berlin-Köpenick is Ernst Thiel; the technical head is an engineer, (fnu) Schultz. The yard is constructing launches and pinnaces for the HV Seepolizei.
6. The 1952 importation of materials from Russia remained far behind schedule. They were also behind the 1951 actual imports. The particularly serious bottlenecks include the following: sheet iron between 4 and 8 millimeters in thickness, nonferrous metals, especially copper, and construction wood, especially oak. The materials produced by the DDR rolling mills is of poor quality. Under the trade agreement between the DDR and West Germany, rolled material of medium thickness was imported from West Germany for the DDR shipyards.

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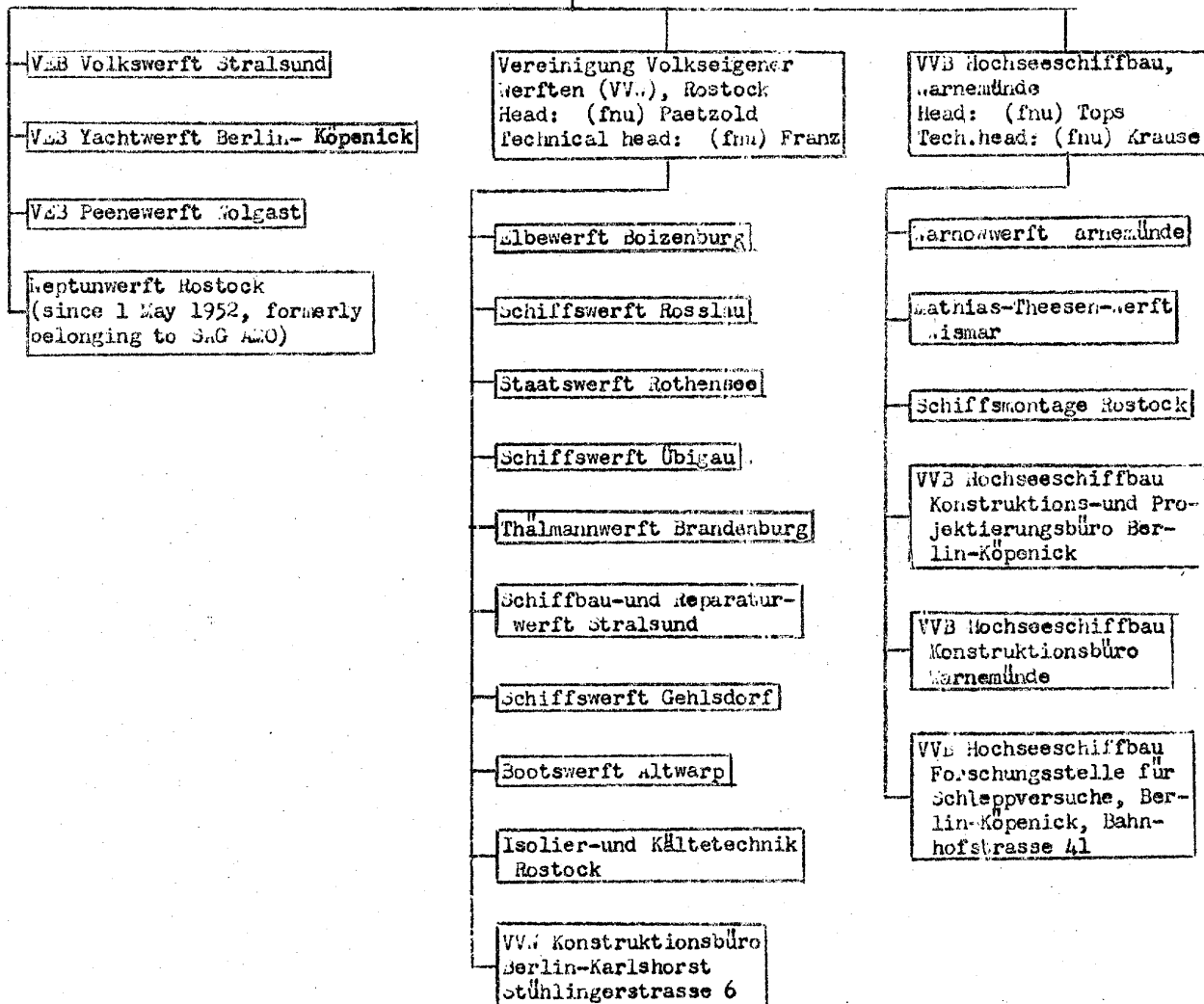
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Attachment

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Ministry for Machine Construction  
 Berlin o, Ehrenbergstrasse 4-7  
 Minister: Gerhard Ziller

Hauptverwaltung Schiffbau  
 Head: Dipl. Ing. (fnu) Künzel  
 (in the absence of Richard Zillgitt)



Organizational Structure  
 of the DDR Shipyards and  
 Affiliated Offices

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